





To-day's  
Advertisements.

## HONGKONG RIFLE ASSOCIATION.

## SPOON COMPETITION.

TO-MORROW (SATURDAY), the 10th instant, at 2.45 P.M.  
Ranges—200, 300 and 600 yards.  
Weather permitting.

MOWBRAY S. NORTHCOTE,  
Hon. Secretary.  
Hongkong, 9th March, 1900. [47]

HONGKONG FOOTBALL CHALLENGE  
SEMI-FINAL.

ENGINEERS' INSTITUTE V. G. CO. R.W.F.

TO-MORROW AFTERNOON,  
ADMISSION to Club Stand—Fifty cents.  
Ladies Free. Members Free on presentation of Member's Ticket.

F. BROWNE,  
Hon. Sec.  
Hongkong, 9th March, 1900. [307b]

## LECTURE.

CONSUL VOLPICELLI has kindly consented to deliver a Lecture on "THE TRANS-SIBERIAN RAILWAY; ITS COMMERCIAL AND POLITICAL IMPORTANCE," at the ST. ANDREW'S HALL, CITY HALL, on THURSDAY, the 15th instant, at 5.15 P.M.

The Hon. R. D. ORMSBY will take the Chair.  
HENRY E. POLLOCK,  
Hon. Secretary.  
HONGKONG ODD VOLUMES SOCIETY.  
Hongkong, 9th March, 1900. [312b]

CHINA SUGAR REFINING COMPANY,  
LIMITED.

## NOTICE.

THE TWENTY SECOND ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on THURSDAY, the 29th March, at 3 P.M. for the purpose of receiving their Report with a Statement of Accounts ending to the 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from 10th to 29th instant, both days inclusive.

JARDINE, MATHESON & CO.,  
General Agents.  
Hongkong, 9th March, 1900. [311b]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "GOODWIN,"  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOI AND  
SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,  
Agents.  
Hongkong, 9th March, 1900. [4]

## NOTICE TO CONSIGNEES.

STEAMSHIP "KENMORE,"  
FROM NEW YORK, STRAITS AND  
MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
DODWELL & Co., LIMITED,  
Agents.  
Hongkong, 9th March, 1900. [313b]

## TOYO KISEN KAISHA.

## NOTICE.

CONSIGNEES of CARGO per Steamship  
"NIPPON MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,  
Agent.  
Hongkong, 9th March, 1900. [7]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"SHANGHAI,"  
FROM ANTWERP, LONDON, PORT SAID,  
SUZEE AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 15th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,  
Superintendent.

To-day's  
Advertisements.

## SANITARY BOARD.

OWNERS of HOUSES situated in the Central Division of the City of Victoria, and in the Western Division of Kowloon, who have not had their Premises LIMEWASHED and CLEANSED in accordance with Law, are reminded that the period during which the work should be finished ends on the 30th day of April, 1900, and the Sanitary Board being convinced of the necessity of Cleanliness in its efforts to Stamp out Plague, is determined to rigorously prosecute any owner in default after the above-named Date.

The Central Division of the City lies between Garden Road on the East, and Morrison Street and East Street on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of Robinson Road, and includes Tsim Sha Tsui, Yau Ma Tei, Mong Kok Tsui, Tai Kok Tsui and Sham Shui Po.

By Order of the Sanitary Board,  
C. W. DUGGAN,  
Secretary.  
Hongkong, 9th March, 1900. [310b]

## TO LET.

NO. 2, CAMERON VILLAS, PEAK.  
ROOMS on First floor of Marine House,  
QUEEN'S ROAD CENTRAL, above  
Messrs. Achee & Co's Store.

Apply to  
BELLILIOS & CO.  
Hongkong, 9th March, 1900. [309b]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

"FORMOSA,"  
Captain Douglas, will be despatched for the above Port, on SUNDAY, the 11th instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.  
Hongkong, 9th March, 1900. [306b]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.  
THE Company's Steamship

"URANO,"  
Captain P. Berberovich, will leave for the above place, on SATURDAY, the 17th instant, at Noon.

For Freight or Passage, apply to  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 9th March, 1900. [308b]

## AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, how are taught by the Sisters.

Hongkong, 22nd April, 1892. [493]

## Intimation.



A. S. WATSON & Co.,  
LIMITED.

## WINE MERCHANTS.

ESTABLISHED A.D. 1841.

## CLARETS.

W. ST. ESTEPHE, Red Capsule...	\$ 6.96	\$ 7.56
C. ST. JULIEN, Red Capsule...	9.00	9.60
D. LA ROSE, Red Capsule...	12.96	13.92
CHATEAU HAUT BRION LAR-		
RIVET	18.60	19.20
CHATEAU MOUTAN D'ARMAIL-		
HACU	21.00	22.20
CHATEAU PORTET CARNET...	25.00	
CHATEAU LA TOUR CARNET...	30.00	
CHATEAU RAUZYAN	42.00	
CHATEAU LAPITTE	48.00	

These CLARETS are bought direct from the leading French growers.

The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZYAN and CHATEAU LAPITTE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

H. A. RITCHIE,  
Superintendent.

## BIRTH.

At H.B.M.'s Consulate-General, Hankow, on the 27th February, the wife of E. H. FRASER, of a daughter.

## MARRIAGE.

On Monday, the 5th of March, at the Cathedral, Shanghai, by Rev. H. C. Hodges, M.A., MARY, elder daughter of George Macfarlane, Esq., of Manchester, to ALFRED ERNEST, eldest son of Rev. A. E. Greening, of Leeds.

## DEATHS.

At the Shanghai General Hospital, on the 1st of March, CASIMIR GRONERT, of Antwerp, Belgium, aged 53. R. I. P.

At the Shanghai General Hospital, on Monday, the 5th of March, JULIUS GIESE, late Captain of the S.S. *Yushiki Maru*, aged 51 years.

## The Hongkong Telegraph

HONGKONG, FRIDAY, MARCH 9, 1900.

## NOTES AND COMMENTS.

## THE WAR.

As will be seen from the telegram which we publish to-day, the name of ROBERTS appears to spell success and his onward march towards Pretoria continues unchecked. We have now completely turned the tables upon the Boers, but only by great exertions and at a tremendous cost of blood and money. We do not think that we are wrong in saying that no other European Power would have been equal to the task. Not that they have not the necessary force, for their forces are, as a rule, much larger than our own, but for the simple reason that no other Power could have supplied the transport for such an immense force in the time in which we have done so. This should be an object lesson to all, and doubtless will be, and we trust that it will have the effect of making the British public generally see the necessity of maintaining British supremacy at sea; not only in the matter of warships but in that of merchant ships as well. Our merchant navy has been just as great a factor in saving the situation as has our war navy, and it should not be permitted to decline.

## THE REIGN OF TERROR.

Advices from the north tend to show that the rapacious Empress Dowager is as determined as ever to spare no pains to compass the death of all those who are in any way inclined towards progress and western ideas as opposed to the old-time conservative views of the Empress and her followers. Edict after edict is being issued commanding the assassination or arrest of this or that person. At the present moment it is not too much to say that the life of no prominent Chinaman can be considered safe. The Empress Dowager's lust for blood has been once more awakened and the least word breathed by a Censor is sufficient to bring down the Imperial wrath upon the offender, no matter whether the charge be just or otherwise. All this activity upon the part of the Dowager against the Progressive Party naturally leads to the people getting the idea that foreigners will receive no protection throughout the Empire and we may consequently look for an increase of anti-foreign outrages at no late date. Indeed, as was pointed out the other day by our Tientsin Correspondent, matters already seem to have reached a pretty pass in the north, where the rabidly anti-foreign secret society of the Boxers is openly defying the authorities, if not secretly fomented by them. This method of annoying foreign Powers is well known to the Dowager, who, while outwardly purporting to be against all anti-foreign outrages secretly protects the perpetrators and so incites them to further deeds of violence. The decree abolishing all western learning in the schools throughout the Empire will tend also to stir up the old contempt and hate for the foreigner. The bulk of the Chinese are still so backward as to be of the opinion that "the king can do no wrong" and, therefore, what the ruling hand smites so must they. It is high time that steps were taken to curb this blood-thirsty old woman, but we fear that the jealousy of the various Powers interested in the Far East will for ever be a bar to concerted action. It will probably not be until the Foreign Ministers have been massacred at Peking or some other great outrage has taken place that the home folk will recognise the fact that China is not the mighty civilized Power that she sets herself up to be, and until this is clearly understood we can never hope to see anything really accomplished. The Chinese do not understand diplomacy as we do. They are too clever for us at it and the only way to deal with them in a manner that really appeals to their feelings is by a display of force. Now and again, too, it is necessary to use that force before they can be convinced of its presence.

## REUTER'S TELEGRAMS.

## REUTER'S SERVICE.

## THE WAR.

## Cape Colony.

LONDON, March 9th.

Reuter's correspondent at Cape town says, under date 6th inst., that Prieska and Kenhardt districts have proclaimed themselves Free State territory and nearly the whole of the Dutch population is in rebellion. The movement is spreading to Victoria West, Fraserburg and other districts. The rebels are estimated at 3,000.

LATER.

## THE QUEEN TO VISIT IRELAND.

The Queen will visit Ireland in April.

## THE WAR.

Operations in the Free State.

Lord Roberts telegraphs from Osofontein, 9th instant, that he attacked the enemy who occupied a position of four miles on the North and eleven miles on the South of the Modder River. The Cavalry succeeded in

turning the left flank of the enemy who are in full retreat, closely pursued by the British. The casualties were few.

## HONGKONG VOLUNTEER GAZETTE SERVICE.

## THE WAR.

LONDON, March 8th.

Lord Roberts reports from Osofontein 7th instant (evening) that he had had a very successful day and had completely routed the enemy who were in full retreat. Their position was an extremely strong one and a direct attack on it would have caused heavy loss. The turning movement was necessarily a wide one. The fighting was practically continued by the Cavalry whose horses were much exhausted. General French reports that the horse artillery batteries did much execution. Our casualties were about fifty.

Lord Roberts further reports from Poplar-grove 8th instant that General Kelly-Kenny's division of infantry, two Cavalry brigades with horse artillery, marched to-day 10 miles to the Eastward.

## WEATHER REPORT.

The Observatory report says—

On the 9th at 11.55 a.m. the barometer has risen in Japan, and is inclined to fall over China. Pressure is high between the E. coast of China and the Loochoos, and gradients are slight to moderate with fresh monsoon in S. China and the N. part of the China Sea. FORECAST—Fresh to moderate N.E. winds; dull, some rain.

## LOCAL AND GENERAL.

Owing to the sudden state of the ground the Cricket match arranged for to-morrow "Over 28" v. "Under 28" has been cancelled.

WE would draw the attention of our readers to the lecture to be delivered by Consul Volpicelli on 15th inst., as announced in our advertising columns.

WE would draw the attention of our readers to the advertisement, appearing in another column, concerning seats in the Grand Stand for to-morrow's football match.

A FIRE broke out at 3.15 p.m. to-day at No. 77, Wellington Street, occupied as a pith helmet shop. The Fire Brigade was quickly in attendance and the conflagration got under.

It was rumoured in Shanghai on the 4th inst. that the Taotai had received instructions from Peking to compass the arrest of two well-known Editors of local vernacular papers whose articles on Reform have already made them marked men with the Empress Dowager and her advisers.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel, to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m.—

## PROGRAMME.

March— "Veni Donatist"—Ferras.  
Overture—"Le postillon de Longjumeau"—Adam.  
Selection—"A Greek Slave"—Jones.  
Valse—"Rosemaiden"—Schubert.  
Scherzo—"Serenade"—Schubert.  
Cello Solo—"Pavane"—Ferras.  
Finale—"God save the Queen."

A PEKING telegram received at Shanghai states that a number of the members of the Imperial College of Physicians were called on Saturday, the 3rd instant, into the Palace to prescribe for the Emperor, as His Majesty had been seriously ill since the morning of that day. Apopros of the above it is generally believed in local mandarin circles that this is but the beginning of the end, and that it is doubtful whether Kuang Hsi will be able to last a month longer.—N. C. D. News.

A NANKING dispatch states that the acting Viceroy, Lu Chuan-lin has sent eight deputies to Shanghai to find out how many Reformers are living here and also to make out a list of the Editors and staff of the various vernacular papers in this port. This is in obedience to instructions from the Peking Government, which is preparing a surprise for all those who have made Shanghai a refuge against the machinations of the Empress Dowager and her advisers.—N. C. D. News.

THIS afternoon at the Magistracy, before Mr. Gompertz Tong Man San was committed for trial at the next Criminal Sessions for circulating counterfeit coins, viz. 17 ten-cent pieces with the Queen's Head on, 149 twenty-cent and 26 ten-cent Kwangtung province pieces.

Mr. Mounsey appeared for the defence. After the evidence for the prosecution was given Mr. Gompertz said he was unable to deal with the case as British money was in question. Prisoner was allowed out on \$500 bail.

It is reported in Shanghai mandarin circles that the Empress Dowager has decided to close the Peking University on the ground that no progress has been made after a trial of over one year. A decree is also said to have been issued closing all schools and colleges of Western learning, establishing since 1898 under Government auspices, on the ground that there is no money in the Imperial Exchequer for such a purpose, and further because these schools only turn out men hostile to the Conservative policy of the government.

THIS morning at the Magistracy a Chinaman who had held a sub licence under the opium farmer for the sale of prepared opium but had thought he could secure bigger profits by preparing it himself, was brought up for the infringement of the opium ordinance. It appears from the evidence, that this man had a complete plant at work at the village of Lyeumun, and was supplying the surrounding neighbourhood. An informer reported it to the farmer and a raid was made when the plant and a quantity of opium were seized. This morning he was sentenced to a fine of \$500 or 3 months' imprisonment, he elected the latter alternative.

THE police have lately been on the alert to see that private as well as public chairs carry the regulation light, with the result that Meinherrn F. Libb and P. Stauffer were caught and summoned. M. Libb settled the case by paying a \$5 fine but M. Stauffer remained from appearing in answer to the summons. Sergeant No. 14 thereupon promptly took out a warrant of arrest. No doubt it will cost M. Stauffer slightly more than \$5 to settle it.

MR. KIPLING'S Muse might find many subjects in the present war, but few more touching than the act of the dying soldier on the field of Colenso, recorded in the interesting letter published in *The British Medical Journal*, from Mr. Frederick Treves, Consulting Surgeon to the Forces. The wounded man, though fatally injured, and almost unable to speak from the dryness of his mouth, said to the orderly who was bringing him some water, "Take it to my pal first, he is worse than me." It was not so for the writer finishes the story, "This generous lad died next morning, but his pal got through and is doing well." Sir Philip Sidney is immortalized by a similar act, but this poor private died "unhonoured and unsung," his supreme self-sacrifice receiving its meed of praise only from the sympathetic surgeon who chanced to witness it, and who mentioned it as an illustration of the unselfishness of which he saw many instances. "On all sides" (he says) there is evidence that our soldiers behaved splendidly on the field, and I can say that when brought back wounded they were plucky, patient, and uncomplaining."

MR. MOIR—At we seem to be going down instead of going up, don't you think it is our business to try to economize? How much rent is paid for this suite of offices? Rooms not quite so large would be quite sufficient for the whole staff.

THE Chairman said he thought that was hardly a question to put the directors.

MR. MOIR—You think it is not to the point? The Chairman—No.

MR. MOIR—I suppose I could get the information if I wanted it.

THE Chairman—Yes if you did want it, you could apply to the Secretary.

MR. MOIR thought the rent, salaries, etc., should have been put down separately in the accounts.

THE Chairman said the present form had been adopted since the formation of the company.

MR. MOIR—That is no reason why it should go on if we are not satisfied, and I am not satisfied with it.

THE Chairman—I note your objection.

MR. MOIR said as he was feeling the competition very keenly, had never suggested itself to the directors to appoint their own representatives at the principal ports? He saw from the commission accounts that they had paid \$24,000 in agent's commissions.

THE Chairman—We should have had to pay that to special agents.

MR. MOIR—Supposing you had your own representative in Shanghai?

THE Chairman—It would have probably cost us more than it does now. We are perfectly satisfied with our agent in Shanghai.

MR. MOIR said he did not refer particularly to Shanghai, but thought it would be to the advantage of the company to have their own agents at the principal ports?

THE Chairman—That would very much increase our expenses, and I do not think that we should get much more business.

MR. MOIR—Has it ever been discussed by the Board?

THE Chairman could not say that it had.

MR. MOIR said he had seen insurance companies sending people out from home to act for them.

THE Chairman—We have been perfectly well aware of that.

MR. MOIR—If you could give that matter your consideration I should be glad. Among the directors are gentlemen who represent home companies who are working in direct opposition to us.

THE Chairman did not think there was any opposition about it at all, because they were working on a tariff.

MR. MOIR quite understood that; but there must have been opposition.

THE Chairman—I do not think there is, we get as much business as we can carry.

MR. MOIR—There was a large number of new buildings put up; how has this fact affected our premium?

THE Chairman—The premium up to date shows an increase of over \$5,000.

MR. MOIR said that are very satisfactory, but the point he wanted to get at was this—We have a large number of directors, and we look upon them as trying to bring business into the company, do we not?

THE Chairman—Yes.

MR. MOIR—In the event of someone having come to your office to insure a building, would you advise him to come to the China Fire Insurance Company or would you take it in your own office?

THE Chairman said he had done it before instead of taking it in his own office.

MR. MOIR—There is one more point. Has it never suggested itself to you that being on this Board of Directors and the representative of a home company was not quite in accord with the ordinary routine of business?

THE Chairman—No.

MR. MOIR—Is it not considered detrimental to the interests of the Company?

THE Chairman did not think it was.

On the motion of Mr. Velch seconded by Mr. Reid, the appointment of Messrs. Geitz, Ward, and Wises as directors was approved.

Messrs. Haupt and McDonachie were re-elected directors on the motion of Mr. Georg, seconded by Mr. Palmer.

Messrs. F. H. Cox and W. Hutton Potts were re-elected auditors, on the motion of Mr. Velch, seconded by Mr. Moir.

THE Chairman—Gentlemen, that is all the business before the meeting. I am much obliged for your attendance. As announced, dividend warrants will be posted on 9th March.

## MUD-FLAT NORTH.

(FROM OUR OWN CORRESPONDENT.)

TIENTSIN, February 23rd.

The Emperor is reported to be again seriously ill. He is said to be quite feeble and spitting blood, while the native doctors are in constant attendance on him. This is probably the prelude to the end. The Ministers received in audience on the 19th noticed that the unfortunate man seemed weak and ill, and the Empress Dowager is so concerned at the sympathy being expressed for him in the country that she no doubt feels it incumbent on her to hasten his demise as much as possible. She was not visibly present at the audience. The British Minister is stated to have paid a New Year call on the Tsungli Yamen by way of showing his annoyance at the breach of faith in the matter of the Shanai railway concessions. Nothing of moment has taken place either in Peking or here, and the optimist wisemen are naturally saying, "I told



day morning. I am told he has made some statement to the "Tungli-Yamen" about the recent murders and other matters, but no one knows as yet the precise tenor of his remarks. Meanwhile the Boxers have been growing bolder around here lately, and no notice is being taken of their movements. They are drilling and recruiting daily in the most business-like way. A report is current that Yuan Shih-kai will be recalled from Shantung and made Viceroy of this province, while Yu Lu may be either absorbed into the Grand Council or sent down to take Lin Kun-yi's place. This does not look as if he was required very earnestly to put down the Boxers in Shantung.

The possibility is being seriously considered of adding two more characters to the already long list of sixteen required to express the Empress Dowager's honor. Titles more than Empress in any dynasty have been owned before. The sweet old lady is said to be nearly ninety. Li Hung-chang's failure to arrest Kang Yu-wei or send his body to Peking. She wishes now that she had not cast such a fat-plum as Canton into her old friend's lap if he is going to be so faithless, several officials who were known to have at least sympathized with Kang have just been cashiered. She is once more trying to pick a quarrel with the Imperial Peking University, the new college started in obedience to the forward influence of two years ago. But there will be a struggle for its maintenance.

The recent unfavorable experiences of the war have not been good for us in Peking. It is hoped that now a change has taken place in our luck that the tide of adverse and impudent criticism will be stopped.

## THE SITUATION AT PEKING.

### RUMOURED RISINGS.

PEKING, March 9th. I have just been informed that the Grand Council received telegrams yesterday from the Viceroy and Governors of the Liangkiang, Two Kuang, Hukwang, and Min-Ché provinces stating that they had received reliable information that the Reform Party, who are being assisted by Chinese abroad and numerous secret societies hostile to the Manchu dynasty, intend to proceed to active rebellion. The moment Kuang Hsi is superseded on the Throne, or if news is received of his Majesty's death, the acting Viceroy of the Liangkiang provinces further confidentially reports that no less than 140,000 Hunanese are showing symptoms of restlessness and are ripe for rebellion, and are being kept quiet by the influence of one man, the Viceroy Liu, who is a Hunanese. The acting Viceroy, therefore, recommends either that Viceroy Liu be restored to his old post, or another Hunanese be placed in the Ninghsien Viceroyalty. When these telegrams arrived a secret Council was held before the Empress Dowager at once, and amongst other matters Jung Lu was asked as to the fidelity of the Grand Army under him. It is reported that his reply was that, if a rebellion arose on account of the Emperor's deposition, or in matters resulting in a race war, neither he nor his Commanders of Corps could guarantee the troops from, at the last moment joining their countrymen, the Chinese in the Grand Army numbering nine-tenths of the whole. To this reply Princes Ching and Tuan (father of Pu Chun, the Heir Apparent) sneeringly retorted that they and their vassals in the Peking Field Force and Banner Corps were quite sufficient to fight not only the Chinese but also any other probable enemy. It is expected that this will further diminish Jung Lu's influence with the Empress Dowager.—N. C. D. News Cor.

## A PLEASANT PROSPECT!

A Peking telegram to the N. C. D. News states that H. E. Sheng has been denounced by a censor, a partisan of Prince Ching, on the ground that Sheng himself sent news to Kin Lien-shan of his proposed arrest and advising him to leave Shanghai. The censor therefore recommends that Sheng be given a month to capture Kin, failing which Sheng should suffer the sentence destined for Kin.

## THE EMPRESS-DOWAGER'S POLICY.

Our native correspondent at Peking writing on the 22nd ultimo, says that once again the Empress Dowager is eager for bloodshed. After her usurpation in 1898 it was only upon the earnest advice of Jung Lu that she stayed her hand or was content, for a time at any rate, with the sacrifice of the lives of six martyrs. She issued an edict that she had decided to "incline towards mercy" and "implicate no other members of the Reform Party." What dependence may be made on these edicts will be seen, says our correspondent, by the persecutions and sanguinary orders about to be enforced against all members of the Reform Party which I am assured are going to happen and which doubtless will unfold themselves before you, in Shanghai, before this letter of mine reaches you.

The sturdy opposition offered by the country at large to her proposed coup of deposing Kuang Hsi and proclaiming a new Emperor on Chinese New Year Day (31st January) came like a clap of thunder on the Empress Dowager and her closest advisers, Prince Ching, Prince Tuan, father of the Heir Apparent, the Chin, Kang Yu, Hui Ta-pu, and Li Lien-yun, the Empress Dowager's favorite eunuchs. They thought that all opposition had died away, and their rage at finding things otherwise was very great. Jung Lu's power and influence with the Empress Dowager have gone down considerably since he struck her favourite eunuch a few months ago, and although his loyalty to his Aunt will doubtless compel him to try his best to prevent her entering upon her suicidal policy, his great rival, the deep and wily Prince Ching, will see to it that Jung Lu's words will be of no avail. I have seen a list of the Reformers who are to be made away with within the month of March, and the following are some of them:—Wang Tung-ho, the ex-Imperial Tutor, Shen Feng, a Hanlin Wen Ting-shih, an ex-Censor; Wang Chao, ex-Secretary of Rites; Sung Pei-hu, ex-Censor; Chou Yuen-chi, Hanlin; Kin Lien-shan, ex-Manager of Telegraphs, Shanghai; and thirteen others, whose names I cannot at this moment recall, making twenty in all. A longer list of time to live is allowed other Reformers, but I have from an authoritative source that a list has been drawn up containing over 500 names. I do not know how many in the provinces take this matter, but we in Peking think this indifference of Western nations, especially Great Britain and the United States, at a crisis like the present, a shame. The subjects of these two Western nations have been most earnest and energetic in trying to introduce Western civilization and education into China. They have succeeded gloriously and obtained most illustrious converts from Emperor Kuang Hsi and some of the younger Princes of the Imperial House, downwards. Yet now they shrink from making even a mild protest against the actions of the Empress Dowager.—N. C. D.

## WAY MONSON LEFT PARIS.

### AMERICAN CONJECTURES.

There may be much or little significance attached to the departure of the British Ambassador, Sir Edmund Monson, from Paris at the present time, according to the motive prompting it. He is said to have gone to the Italian Riviera, not because he was unwell and desired a rest, but to relieve himself of the unpleasantness due to the strong feeling expressed against Great Britain in the Paris press, and by Parisian society and which is reflected in a measure in the attitude of the French Government. The diplomatic interpretation of such a course would be that he had left the French capital in a huff because the author of recent French caricatures of Queen Victoria, which gave unusual offense to the English people, has been decorated by the French Government with the cross of the Legion of Honor. If the decision had been granted to him as the author of the caricatures it might have been construed as an official affront, but the record shows that it had been promised to him in recognition of his high standing as an artist before the objectionable caricatures were drawn. It is not, therefore, clear how any connection can be established between the Ambassador's departure from Paris and that incident.

Considering the intense feeling of antagonism to England which possesses the French people, the British Ambassador could do nothing at the present juncture more impolitic than to give his retirement from Paris the political colouring of an indirect rebuke for an official act of courtesy, which by a strained interpretation might be construed into a sign of unfriendliness to his own Government. France is not in a temper to accept any rebuke without resentment.

It is more probable, therefore, that Sir Edmund's departure for Italy may have something to do with the delicate question of persuading the Italian Government to send some of its own troops to the shores of the Red Sea to replace those England has withdrawn from Egypt to re-enforce its armies in South Africa, to prevent the issue being raised by France that the military control of Egypt is too weak for the proper maintenance of order. Even such a mission is full of peril, for Italy is a neutral power, and it could not send its soldiers to Egypt to replace British troops dispatched to the scene of war in South Africa without becoming constructively an ally and paving the way for a protest by other powers, followed possibly by intervention. The threatened mutiny of the Sudanese has placed English control in Egypt in jeopardy, and the British Ministry may have conceived that the easiest way out of the difficulty is to make some arrangement with Italy for a loan, based on a previous understanding between the two governments, and take all the risks such a course may carry with it.—S. F. Chronicle.

## WONDERFUL—IF TRUE.

The following really remarkable statement is from the New York Maritime Register of the 24th ult.:

Mr. Christian H. Goebel is the inventor of the Power Multiplying Engine, for which he claims almost supernatural results. The principle of his invention has, however, to a certain extent been demonstrated, and a large number of able engineers, while considering Mr. Goebel's invention as yet in an experimental stage, watch with a great deal of interest its practical application for manufacturing and other purposes, and share with the inventor, more or less, his expectations, which we describe in brief as follows:—Many attempts have been made in the past to reduce the cost of power as developed by stationary engines, and those used for transporting passengers and freight. More convenience in the use of power has resulted as in the case of electricity, but steam is required for generating (except where water power is available), and this can only be done at a heavy outlay. Momentum engines have been tried, and some that derive their power from the explosion of gas or various kinds of carbon oils, but the power generated by these classes of engines is so small that they are confined to small limits. This leaves steam in almost entire control as a producer or developer of power, but with a strong prospect of a rival which will soon almost entirely supersede it. Many years of practical experimenting have enabled the inventor to make operative a force provided by nature—to obtain air from the power, combined with cheapness which has long been sought for. He has proved that horse cars can be run at an expense of twenty cents per day, and larger cars at a slightly increased rate, by means of pneumatic propulsion. While developing these results he has discovered a "Power Multiplying Engine," which will furnish unlimited power at a small cost. A little coal for starting purposes will produce almost incredible results. The engine once started can be kept in operation, and power increased at the most trifling expense. A small steam boiler requiring scarcely half a ton daily, operates an air-power engine, which in its turn gives a twenty-horse-power engine, from which one horse-power is taken to operate by belt another air-power engine, which again gives twenty-horse-power, less the one used to operate the second air-power engine. By continuing or extending this plan the power can be indefinitely increased, so that a steamship or factory of any size can be run at a cost of a ton of coal per week. A plant using but one-fifth of coal per day, will, with this process, furnish all the power necessary to run cars between cities, for instance from Baltimore to Washington, and at the same time, with no added cost, furnish power to operate pneumatic tubes placed on the same line, to carry mail and express packages between the points. The many uses to which this plan can be put can hardly be imagined, and in addition to the fact of the great saving, it will prevent many of the disadvantages which arise from the extensive use of coal. The statements made above as to saving cost, increasing power, etc., are not exaggerated, and should interest all users of steam, as well as the general public, both of which classes are invited to investigate, and take a financial interest in this most important and profitable enterprise. For the purpose of making demonstrations and proving the commercial value of this newly discovered method of increasing power, a limited number of shares of the capital stock of the company are offered for sale on terms which offer a large margin of profit. Further information will be given at the office of The Power Multiplying Engine Company of New York, No. 44 Broad-street, New York.

## THE NICARAGUAN CANAL.

### TEXT OF THE TREATY.

WASHINGTON, February 6th. The following is the text of the new treaty negotiated in relation to the construction of the Nicaraguan canal:

The United States of America and her Majesty, the Queen of the United Kingdom of Great Britain and Ireland, Empress of India, being desirous to facilitate the construction of a ship canal to connect the Atlantic and Pacific oceans and to that end remove any obstacles which may arise out of the convention of April 1850, commonly called the Clayton-Bulwer treaty, the construction of such canal under the auspices of the Government of the United States, without impairing the special principle of neutralization established in article 8 of that convention, have for that purpose appointed as their plenipotentiaries, the President of the United States, the Hon. John Hay, Secretary of State, and her Majesty, the Queen of Great Britain and Ireland, the Right Honourable Lord Parncliffe, C. B., G. C. M. G., her Majesty's Ambassador Extraordinary and Plenipotentiary of the United States.

Who, having communicated to each other their full powers, which were found to be in due and proper form, have agreed upon the following articles:

Article I.—It is agreed that the canal may be constructed under the auspices of the Government of the United States, either directly at its own cost or by gift or loan of the money to individuals or by corporations or through subscription to or purchases of stocks or shares, and that, subject to the provisions of the present convention, the said convention shall have and enjoy the rights incident to such construction as well as the exclusive right of providing for the regulations and management of the canal.

Article II.—The high contracting parties, desiring to preserve and maintain the "general principle" of neutralization established in Article VIII of the Clayton-Bulwer convention, adopt as the basis of such neutralization, the following rules, substantially as embodied in the convention between Great Britain and certain powers, signed at Constantinople October 19th 1888, for the free navigation of the Suez maritime canal; that is to say:

1. The canal shall be free and open in time of war as in time of peace, to the vessels of commerce and of war of all nations on terms of equality, so that there shall be no discrimination against any nation or its citizens or subjects in respect to the conditions or charges of traffic or other matters.

2. The canal shall never be blockaded nor shall any right of war be exercised nor any act of hostility be committed within it.

3. Vessels of war of a belligerent shall not revictual nor take any stores in the canal except so far as may be strictly necessary; and the transit of such vessels through the canal shall be effected with the least possible delay, in accordance with the regulations in force, and with only such interruptions as may result from the necessities of the service. Prizes shall be in all respects subject to the same rules as vessels of war of the belligerents.

4. No belligerent shall embark or disembark troops, munitions of war, or warlike materials in the canal, except in case of accidental hindrance of the transit, and in such case the transit shall be resumed with all possible dispatch.

5. The provisions of this article shall apply to waters adjacent to the canal within three marine miles of either end.—Vessels of war of a belligerent shall not remain in such waters longer than twenty-four hours at any one time except in case of distress, and in such case shall depart as soon as possible, but a vessel of war of one belligerent shall not depart within twenty-four hours from the departure of the vessel of war of another belligerent.

6. The plant and establishments, buildings, all works necessary to construction, maintenance and opening of the canal shall be deemed to be part thereof for the purposes of this convention, and in time of war, as in time of peace, shall enjoy ample immunity from attack or injury by belligerents, and from acts calculated to impair their usefulness as part of the canal.

7. No fortifications shall be erected commanding the canal or the waters adjacent. The United States, however, shall be at liberty to maintain such military police along the canal as may be necessary to protect it against lawlessness and disorder.

Article III.—The high contracting parties will, immediately upon the exchange of the ratifications of this convention, bring it to the notice of other powers and invite them to adhere to it.

Article IV.—The present convention shall be ratified by the President of the United States by and with the advice and consent of the Senate thereof and by her Britannic Majesty, and the ratifications shall be exchanged at Washington or at London within six months from the date hereof, or earlier if possible.

In faith whereof the respective plenipotentiaries have signed this convention and thereunto affixed their seals.

Done in duplicate at Washington, A.D. February 5, 1900.

JOHN HAY, PAUNCEFOTE.

ple of neutralization established in article 8 of that convention, have for that purpose appointed as their plenipotentiaries, the President of the United States, the Hon. John Hay, Secretary of State, and her Majesty, the Queen of Great Britain and Ireland, the Right Honourable Lord Parncliffe, C. B., G. C. M. G., her Majesty's Ambassador Extraordinary and Plenipotentiary of the United States.

Who, having communicated to each other their full powers, which were found to be in due and proper form, have agreed upon the following articles:

Article I.—It is agreed that the canal may be constructed under the auspices of the Government of the United States, either directly at its own cost or by gift or loan of the money to individuals or by corporations or through subscription to or purchases of stocks or shares, and that, subject to the provisions of the present convention, the said convention shall have and enjoy the rights incident to such construction as well as the exclusive right of providing for the regulations and management of the canal.

Article II.—The high contracting parties, desiring to preserve and maintain the "general principle" of neutralization established in Article VIII of the Clayton-Bulwer convention, adopt as the basis of such neutralization, the following rules, substantially as embodied in the convention between Great Britain and certain powers, signed at Constantinople October 19th 1888, for the free navigation of the Suez maritime canal; that is to say:

1. The canal shall be free and open in time of war as in time of peace, to the vessels of commerce and of war of all nations on terms of equality, so that there shall be no discrimination against any nation or its citizens or subjects in respect to the conditions or charges of traffic or other matters.

2. The canal shall never be blockaded nor shall any right of war be exercised nor any act of hostility be committed within it.

3. Vessels of war of a belligerent shall not revictual nor take any stores in the canal except so far as may be strictly necessary; and the transit of such vessels through the canal shall be effected with the least possible delay, in accordance with the regulations in force, and with only such interruptions as may result from the necessities of the service. Prizes shall be in all respects subject to the same rules as vessels of war of the belligerents.

4. No belligerent shall embark or disembark troops, munitions of war, or warlike materials in the canal, except in case of accidental hindrance of the transit, and in such case the transit shall be resumed with all possible dispatch.

5. The provisions of this article shall apply to waters adjacent to the canal within three marine miles of either end.—Vessels of war of a belligerent shall not remain in such waters longer than twenty-four hours at any one time except in case of distress, and in such case shall depart as soon as possible, but a vessel of war of one belligerent shall not depart within twenty-four hours from the departure of the vessel of war of another belligerent.

6. The plant and establishments, buildings, all works necessary to construction, maintenance and opening of the canal shall be deemed to be part thereof for the purposes of this convention, and in time of war, as in time of peace, shall enjoy ample immunity from attack or injury by belligerents, and from acts calculated to impair their usefulness as part of the canal.

7. No fortifications shall be erected commanding the canal or the waters adjacent. The United States, however, shall be at liberty to maintain such military police along the canal as may be necessary to protect it against lawlessness and disorder.

Article III.—The high contracting parties will, immediately upon the exchange of the ratifications of this convention, bring it to the notice of other powers and invite them to adhere to it.

Article IV.—The present convention shall be ratified by the President of the United States by and with the advice and consent of the Senate thereof and by her Britannic Majesty, and the ratifications shall be exchanged at Washington or at London within six months from the date hereof, or earlier if possible.

In faith whereof the respective plenipotentiaries have signed this convention and thereunto affixed their seals.

Done in duplicate at Washington, A.D. February 5, 1900.

JOHN HAY, PAUNCEFOTE.

The President's letter of transmittal is as follows:

To the Senate—I transmit herewith, with a view to receive the advice and consent of the Senate to its ratification, a convention this day signed by the respective plenipotentiaries of the United States and Great Britain to facilitate the construction of a ship canal to connect the Atlantic and Pacific oceans, and to remove any obstacles which may arise out of the convention of April 1850, commonly called the Clayton-Bulwer treaty, to the construction of such canal under the auspices of the Government of the United States.

WILLIAM MCKINLEY, Executive Mansion, Washington, D. C., February 5, 1900.—S. F. Chronicle.

## ANXIOUS TO MEDIATE.

WASHINGTON, February 7th. The House finished the diplomatic and consular bill, passing it substantially as it came from the committee. There was some desultory discussion of the Philippine question and the war in South Africa, the principal feature being the speech of Shafroth in favour of mediation in the British-Boer war under the provisions of the Hague treaty. The diplomatic bill as passed carries \$3,743,908.

Shafroth declared that under the Hague treaty England could not consider an offer of mediation an unfriendly act. In reply to question he insisted that the South African republic was an independent Government notwithstanding Great Britain's claim of suzerainty. While the British were demanding relief in the South African republic, he said, 3000 Dutch residents of British Guiana, born upon British soil, who are not allowed to hold official positions in the executive or judicial branches of the colonial government, were petitioning for relief. Their cases were almost analogous to those of the Uitlanders in the Transvaal, yet Great Britain refused to listen to the Dutch in her own colony.

Shafroth said he did not advocate armed intervention or even mediation, but only the tender of our good offices under section 3 of the Hague treaty.

Governor of Ohio replied briefly to Shafroth, saying that the ratifications of the Hague treaty have not been exchanged. He said he sympathized with any people struggling for liberty. He set the House into a roar with the suggestion that a committee of twenty-five members at salaries of \$20,000 each be appointed to roam over the earth to discover where wrongs have been committed and to report to the House in order that the United States might go to war every time the kin of any of our constituents were oppressed.

William Alden Smith of Michigan said he was not authorized to speak for the administration, but he knew that if our Government were asked to act by either party to the conflict its kindly offices would be willingly placed at their disposal. He did not state that such offer had been made.—Call.

## GENERAL OTIS TO BE RELIEVED.

WASHINGTON, 14th February. Major General Elwell S. Otis will be detached from duty as Governor General of the Philippines and as commander of the Department of the Pacific immediately after the arrival of the new Philippine commission and will be ordered to return to the United States. This action will be in compliance with the wishes of General Otis, who has informed the War Department that he is in need of a respite. The President believes General Otis can be relieved after the arrival of the commission at Manila, late in April or early in May, without detriment to the interests of the Government. He will be succeeded by the senior officer, in the Islands, probably Major General Arthur MacArthur, who will be subordinate to the new commission, which will possess plenary powers and will be responsible to the War Department.

The granting of such extensive authority to the new commission and its assignment to duty under the War Department mark important departures in the policy of the Administration. Members of the Schurman commission have complained that they were handicapped in their work by the necessity of subordinating their action to the military. The decision to place the Taft commission under the War Department means that the archipelago is now considered domestic territory.

After the suppression of organized resistance on the part of the natives, the archipelago will be divided into four grand military departments. Judge Taft, as chairman of the commission, will remain in Manila, supreme head of the archipelago, and will have all intents and purposes be governor, although he will not have that title. The civil affairs of each military department will be administered by a commissioner, who will be in everything but name Governor of the territory comprised in that district.

It is expected that the commission will leave for Manila about April 1. Judge Taft said today he did not expect to remain in Manila more than two years.

"I am going there with my colleagues," he said, "for the purpose of establishing civil government in all parts of the Islands. I would like to say that I know nothing of the report that I am to be Governor General of the Islands, except to remain in Manila only two years and will then return to the United States to practice law.—S. F. Call.

## SHIPPING REPORTS.

Captain J. T. Douglas, of the steamship *Formosa*, from Swatow, reports:—Fresh E.N.E. breeze, moderate sea, dull and overcast with occasional rain. Vessels in Swatow on the 8th inst.—*Kiukiang, Glenfallach, Wingsang, Kwangsang*, and a Japanese war-vessel.

## NOTANDA.

### CALENDAR.

MARCH.  
Meteorological means based on ten years' observations to 1899.  
Barometer..... 30.11.  
Thermometer..... 57.3.  
Humidity..... 79.0.  
Rainfall..... 1.76.

### TO-DAY.

Barometer..... 30.24.  
Thermometer..... 56.  
Humidity..... 85.  
Rainfall..... 0.07.

### TO-DAY.

Friday, 9th March, 1900.  
Chinese—6th of 2nd moon of 26th year of Kwang-shi.  
Sun—Rises..... 6hr. 16min.  
Set..... 6hr. 30min.  
High water..... 3hr. 20min.  
Low water..... 9hr. 40min.

### ANNIVERSARIES.

1845—War in Sindh concluded.  
1872—Attack on Messrs. Farman and Rohl at Shanghai.  
1879—The hull *Aden* capsized at Taku; 52 lives lost.  
1888—German Emperor, William I, died.  
1898—U. S. Senate unanimously passed National Defence.

### TO-MORROW.

Saturday, 10th March, 1900.  
Chinese—8th of 2nd moon of 26th year of Kwang-shi.  
Sun—Rises..... 6hr. 15min.  
Set..... 6hr. 30min.  
High water..... 3hr. 20min.  
Low water..... 9hr. 40min.

### ANNIVERSARIES.

1839—Commissioner Lin arrived at Canton.  
1842—The Chinese attacked the British positions at Ningpo and Chinai without success.  
1863—Prince of Wales married.  
1890—Boiler explosion on the s.s. *Gungto Maru*; 100 lives lost.  
1897—Death of Rev. Father Leymer, at Penang, from hydrophobia.

### AGENDA.

TO-DAY.  
H.K.V.C. ORDERS.  
5-7 p.m.—F. B. Examination of Officers and Sergeants.

### TO-MORROW.

Noon—N. P. R. steamer *Manmonthshire* leaves for Portland, Or.  
S. T. & Co's steamer *Morven* leaves for New York.  
E. & I. steamer *Saudakian* leaves for Sandakan.  
C. N. steamer *Chungsha* leaves for Australia.  
O. & O. steamship Co's steamer *Doric* leaves for San Francisco.

4 p.m.—N. Y. K. steamer *Riojun Maru* leaves for Victoria B. C.  
C. N. Co's steamer *Hunan* leaves for Chefoo and Tientsin.

(About) C. & O. Co's steamer *Tygra* leaves for San Diego.  
Football—Semi-final for the H.K.F. Challenge Shield Engineers Institute V. "C" Co.  
R.W.F. Happy Valley.

### MONDAY, 12th.

C. N. steamer *Kuulin* leaves for Swatow and Tientsin.  
Cargo ex *Konig Albert*, subject to rent.

### TUESDAY, 13th.

Noon—Indo-China steamer *Sutiang* leaves for Singapore, Penang and Calcutta.  
Cargo ex *Konig Albert*, subject to rent.  
5 p.m.—Fourteenth Yearly General Meeting of the Hongkong Club, at Club House.  
At the conclusion of the above there will be an extraordinary General Meeting of the same Club.

WEDNESDAY, 14th.  
C. P. R. steamer *Empress of Japan* leaves for Victoria B. C. etc.  
C. M. S. N. Co's steamer *Tenkai* leaves for London.  
p.m.—A. L. S. N. Co's steamer *Fra. Ferdinand* leaves for Fiume and Trieste via the Straits.  
Noon—First General Meeting of the Great Eastern and Caledonian Gold Mining Co. Ltd., at the Office of the General Agents, 9 Praya Central.

THURSDAY, 15th.  
Noon—E. & A. S. Co's steamer *Australian* leaves for Australia.  
(About) N. P. S. Co's steamer *Goodwin* leaves for Victoria B. C.  
p.m.—A. L. S. N. Co's steamer *Melpomene* leaves for Fiume & Trieste via the Straits.  
Noon—P. M. S. Co's steamer *Algoa*, leaves for San Francisco &c.  
C. N. steamer *Kwaiyang* leaves for Manila, Iloilo and Cebu.

FRIDAY, 16th.  
N. L. Co's steamer *Savonia* leaves for Europe.  
8.30 for p.m.—Regular Meeting of the Perseverance Lodge.

SATURDAY, 17th.  
Noon—P. & O. steamer *Comorandell* leaves for London.  
Noon—First Ordinary Annual Meeting of Shareholders of Messrs. Watkins, Ltd. at the Company's Office.

## SHIPPING AND MAIL NEWS.

MAILS DUE.  
French (*Annam*) 12th inst.  
Indian (*Arratoon Apar*) 13th.  
American (*City of Rio de Janeiro*) 17th inst.  
Canadian (*Empress of China*) 20th inst.  
American (*Coptic*) 26th inst.

The Austrian Lloyd's S. N. Co's steamer *Urania*, left Singapore for this port to-day.

The Austrian Lloyd's S. N. Co's steamer *Franz Ferdinand*, left Moji for this port to-day.

The N. P. S. Co. steamer *Branthorpe*, sailed from Tacoma for Japan and Hongkong, on the 7th inst.

The N. K. K. steamer *Ringo Maru*, European Line left Singapore for this port yesterday and is expected to arrive here on the 14th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.  
*Isa de Cuba*..... at Kowloon Dock.  
*H.M.S. Mermaid*..... " "  
*Sutiang*..... " "  
*Shantung*..... " "  
*Ariel*..... " "  
*Sibson*..... " "  
*Katong*..... " "  
*U.S.S. Monadnock*..... " "  
*Honam*..... " "  
*D. Juan d'Austria*..... Cosmopolitan "  
*Thyne*..... Aberdeen "

PASSED THE CANAL.  
Outward—27th Feb.—*Caledonian, Kion, Yarra, Malacca*, 2nd Mar.—*Gisela, Macassar*, 6th Mar.—*Wittenburg, Couch, Salazar, Sanctor, Samaki Maru, Silesia*.  
Homeward—27th Feb.—*Kamagata Maru, Dardanus, Roubaix*, 2nd Mar.—*Weimar, Hulton, Suda*, 6th Mar.—*Sachsen*.  
Arrivals at Hong—6th Mar.—*Sarnia, Caledonian, Antenor, Dardanus*.

## Shipping.

### Arrivals.

NESTOR, British steamer, 2,416, W. Asquith, 8th Mar., Amoy 7th Mar., Coal—Butterfield & Swire.  
TIENSHIN, British steamer, 1,250, Dawson, 8th Mar., Sourabaya 18th Feb., Sugar—Butterfield & Swire.  
NIPPON MARU, Japanese steamer, 6,060, J. F. Allen, 9th Mar., San Francisco 9th Feb., via Honolulu 16th Yokohama 1st March, Kobe 2nd, Nagasaki 5th, and Shanghai 7th, Mails and General—P. & O. S. N. Co.  
FORMOSA, British steamer, 674, J. T. Douglas, 9th Mar., Swatow 8th Mar., General—Douglas, Laprak & Co.  
HAILAN, French steamer, 377, Pannier, 9th Mar., Pakhoi and Hoihow 8th March, General—A. R. Marty.  
GOODWIN, British steamer, 2,832, A. Jackson, 9th Mar., Tacoma via Japan and Shanghai 7th Mar., General—Dodwell & Co., Ltd.  
CIARA, German steamer, 675, A. Hansen, 9th Mar., Haiphong and Hoihow 8th March, General—Jensen & Co.  
SHANGHAI, British steamer, 2,044, A. F. Street, 9th Mar., London 27th Jan., and Singapore 2nd Mar., General—P. & O. S. N. Co.  
HECTOR, British steamer, 3,000, J. Barr, 9th Mar., Liverpool via Singapore 3rd Mar., General—Butterfield & Swire.  
KENNOR, British steamer, 2,412, Alex. Ellis, 9th Mar., New York 27th Dec., and Manila 6th Jan., General—Dodwell & Co., Ltd.  
PEIYANG, German steamer, 953, R. Kohler, 9th Mar., Saigon 9th Mar., Rice and Rice flour—A. R. Marty.  
EMMA LUKKEN, German steamer, 1,183, C. Wallis, 9th Mar., Moji 4th Mar., Coal—E. Trading Co.

### Clearences at the Harbour Office.

*Hermes*, Norwegian str. for Hongkong.  
*Kansu*, British str. for Shanghai.  
*Daphne*, German str. for Nagasaki.  
*Dart*, British str. for Bangkok.  
*Germania*, German str. for Hoihow.  
*Mausang*, British str. for Sandakan.  
*Kongnam*, British str. for Canton.  
*Saikong*, British str. for Samau.  
*Riojun Maru*, Japanese str. for Amoy.

### Departures.

Mar. 9, *Loosok*, British str. for Bangkok.  
Mar. 9, *Aperade*, German str. for Hoihow.  
Mar. 9, *Independent*, German str. for Saigon.  
Mar. 9, *Sarpedon*, British str. for Singapore.  
Mar. 9, *Song Leong*, British str. for Amoy.  
Mar. 9, *Telares*, German str. for Singapore.  
Mar. 9, *Nanchang*, British str. for Wei-hai-wei.  
Mar. 9, *Hatching*, British str. for Swatow.  
Mar. 9, *Ariake Maru*, Jap. str. for Kuchinozu.  
Mar. 9, *Kanagawa Maru*, Japanese str. for Singapore.



## Announcements.

## HONGKONG CLUB.

## NOTICE.

THE FOURTEENTH YEARLY GENERAL MEETING OF THE MEMBERS OF THE CLUB will be held at the CLUB HOUSE, on TUESDAY, the 13th instant, at 5 P.M.

By Order, C. H. GRACE, Secretary.

Hongkong, 5th March, 1900. [284b]

## HONGKONG CLUB.

## NOTICE.

AN EXTRAORDINARY GENERAL MEETING OF THE MEMBERS OF THE CLUB will be held in the CLUB HOUSE, on TUESDAY, the 13th instant, at the conclusion of the Yearly General Meeting for the purpose set forth in the Notice posted in the Hall of the Club.

By Order, C. H. GRACE, Secretary.

Hongkong, 5th March, 1900. [285b]

## THE GREAT EASTERN AND CALIFORNIA GOLD MINING CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FIRST GENERAL MEETING of the above-named Company will be held at the OFFICE of the General Agents, 9, Praya Central, on WEDNESDAY, the 14th instant, at NOON.

LUTGENS, EINSTIMANN & CO., General Agents.

Hongkong, 6th March, 1900. [286b]

## WATKINS, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, Queen's Road, at NOON, on SATURDAY, the 17th instant, for the purpose of receiving the Report of the General Manager, with a Statement of Accounts to 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 17th instant, both days inclusive.

G. A. WATKINS, CHAN A. POOK, General Managers.

Hongkong, 5th March, 1900. [287b]

## THE CHINA AND MANILA STEAMSHIP COMPANY LIMITED.

## NOTICE.

THE SEVENTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, on SATURDAY, the 24th March, 1900, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Manager for the year ending 31st December, 1899, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th instant, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 8th March, 1900. [303b]

## THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

## NOTICE.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the OFFICE of the Company, on TUESDAY, the 27th day of March, at NOON, for the purpose of confirming the following Special Resolution which was passed at the Extraordinary General Meeting of Shareholders on the 7th instant:

SPECIAL RESOLUTION.

That the Profits accrued to the Company from the issue at a Premium of the New Shares in the Company, authorised to be issued by the Special Resolution passed on the 6th, and confirmed on the 23rd day of April, 1899, amounting to the sum of \$1,350,000, and which was then carried, and is now standing to the Credit of the Reserve Fund in pursuance of such Special Resolution, be capitalised and be applied in part payment of the CALL of \$50 per Share on all the Shares in the Company, to be made by the Board.

By Order of the Board, A. SHELTON MOOPER, Secretary.

Hongkong, 7th March, 1900. [297b]

## HONGKONG HOTEL COMPANY, LIMITED.

## NOTICE.

THE ORDINARY HALF YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th instant, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1899, with the Report of the Directors, and to discuss any Matters that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th instant, both days inclusive.

By Order of the Board, C. MOONEY, Secretary.

Hongkong, 1st March, 1900. [270b]

## THE HONGKONG HOTEL COMPANY, LIMITED.

## NOTICE.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong Hotel Company, Limited, will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th day of March, 1900, at 12.15 P.M.

1.—To consider and if thought fit approve the draft New Regulations which will be submitted to the Meeting and in the event of the approval thereof with or without modifications or alterations.

2.—To consider and if thought fit to pass a Resolution to the effect "that the New Regulations already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby approved and that such Regulations be and the same are hereby adopted as the Regulations of the Company to the exclusion of all the existing Regulations." (referred to)

A copy of the proposed New Regulations may be seen at the Company's Office.

Should the above Resolution be passed by the required majority, it will be submitted for confirmation as a Special Resolution at a Second Extraordinary Meeting which will be subsequently convened.

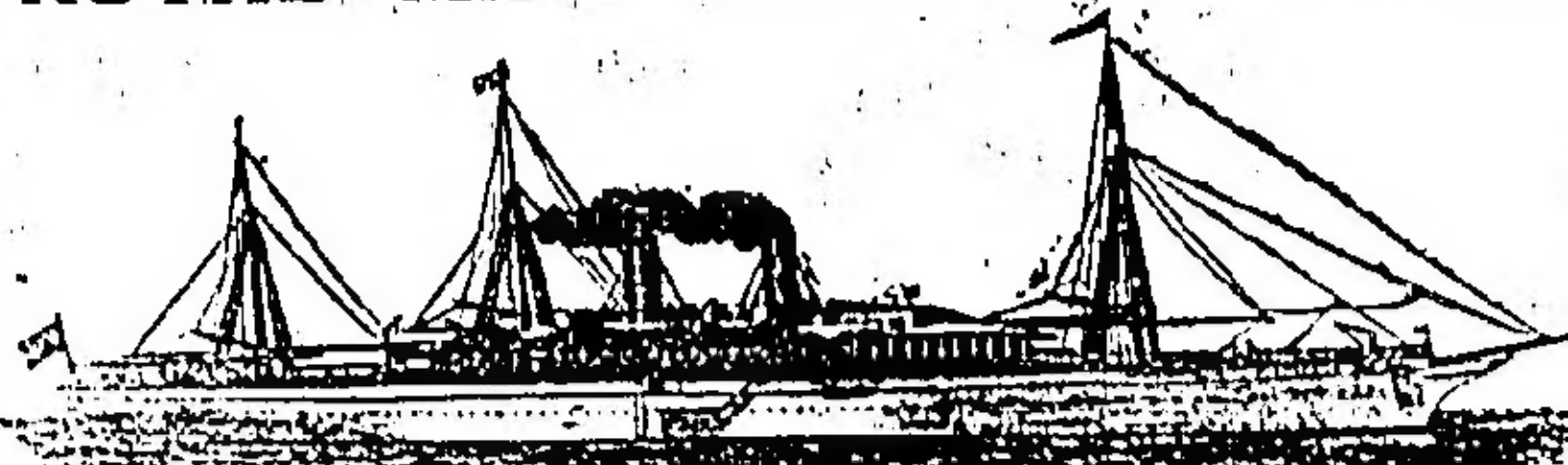
Dated the 1st day of March, 1900.

By Order of the Board, C. MOONEY, Secretary.

Hongkong, 1st March, 1900.

## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th March.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 14th April.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 25th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 14th February, 1900.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE PACIFIC COAST & SANTA FE RAILROAD CO.

## PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c.

Thyra... 3,406... about... Mar. 10

Lady Joyce... 3,406... about... Mar. 31

THE Steamship

"THYRA,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via KOBE, YOKOHAMA & HONOLULU, on SATURDAY, the 10th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 6th March, 1900. [28]

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

## PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Goodwin... 4,421... A. Jackson... Mar. 15

Olympia... 2,837... J. Truebridge... Mar. 31

Glenloch... 3,759... W. Frakes... April 23

Also

FOR PORTLAND, OREGON.

IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire... 2,874... W. A. Evans... Mar. 10

Brumner... 3,601... W. Watt... Mar. 22

Columbia... 2,976... T. H. Dobson... April 7

\* At NOON.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

Further information apply to DODWELL & CO., LIMITED, Hongkong General Agents.

Hongkong, 1st March, 1900.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

## THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 10th Mar., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 5th April, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 1st May, at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, TO-MORROW, the 10th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th February, 1900.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 17th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

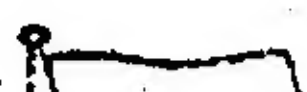
For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 1st March, 1900.

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMER. DESTINATION. SAILING DATE.

\*RIKUN MARU... U.S.A., B.C. and SEATTLE. To-morrow, 10th March, at 4 P.M.

J. W. Ekstrand... U.S.A., via AMOI, SHANGHAI, MOJI, KOBE and YOKOHAMA.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 7th March, 1900. [6]

## NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



## HAMBURG-AMERIKA LINE.

(Freight Service.)

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

\*SAVOIA... HAVRE and HAMBURG. 16th March. Freight and Passage.

LAGER... (LONDON with transhipment in HAMBURG) NEW YORK. About 25th March. Freight.

ASTORIA... (via SUEZ CANAL). HAVRE and HAMBURG. About 31st March. Freight.

\*HEIDELBERG... HAVRE and HAMBURG. About 6th April. Freight and Passage.

SIBIRIA... (LONDON with transhipment in HAMBURG) HAVRE and HAMBURG. About 20th April. Freight and Passage.

\* BRAUN... (LONDON with transhipment in HAMBURG) HAVRE and HAMBURG. About 20th April. Freight and Passage.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

27] HONGKONG, 7th March, 1900.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 20th March, at Daylight.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 14th April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 8th May, at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 20th March, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th March, 1900.

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

\*ALGOA (via Moji, Kobe, and Yokohama) Thursday, 15th March, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 27th March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st April, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 12th May, at Noon.

(\* Taking Cargo only.)

THE U.S. Mail Chartered Steamship

"ALGOA,"

will be despatched for SAN FRANCISCO, via MOJI, KOBE, and YOKOHAMA, on THURSDAY, the 15th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.



## THE STATE OF THE LAND IN DECEMBER LAST.

The Advertiser publishes an interesting interview with Mr. Gustave Halle, the Editor of the *Transvaal Critic*, who was invited by the Boer Government to choose between asking for a passport or being escorted across the border. Mr. Halle reports the Rand and Johannesburg generally quiet and orderly, and states that there were 4,300 residential permits issued in the whole district, including Johannesburg and Krugersdorp, this figure includes Boer Officials of all ranks, general population of all nationalities and the Blacks. The Officials, he states, have carried on the Government of the town since the war started, excellently, but there is a great deal going on that is unjustifiable by international law, or by the laws of civilized warfare. He narrates the methods employed in commandeering, and gives a list of the principal firms dealt with, and states that certain Officials and hangers on of the Government are seizing the opportunity of feathering their nests, and even question Englishmen as to the probability of their being kept on under the British Administration at the end of the war. The food supply at the beginning of the war is stated to have been very limited, rice, maize, sugar and other produce being unobtainable from wholesale importers, whilst the Government seemed to be getting very anxious as to its supplies, the wives and families of the Boer Burgers being put on rations, and, by the time the narrative left Johannesburg, the rations originally granted had been reduced by half. The arrangements for distributing food amongst the Commandos at the front, especially among the Ladysmiths are stated as being very deficient, and instances are given of Burgers being ten days without regular supplies and dependent only on their friends.

## THE NEW IRISH JUDGE.

Mr. Dunbar Barton, the Irish Solicitor-General, has been raised to the seat on the Bench rendered vacant by the death of Mr. Justice O'Brien. Our Irish contributor writes that the appointment has given, on the whole, satisfaction to the Bar. Mr. Justice Barton's practice since he took silk in 1889 was never large, and his experience of the different phases of the ordinary work of a Queen's Counsel was small as compared with that of half a dozen of his contemporaries who were eligible for the post. However, his industry and carefulness will amply make up for any deficiencies in experience, and his urbanity and geniality for many a harassed practitioner. When he lectured on the law of contracts and torts in King's Inn some ten years ago, he acquired a reputation there for clearness, accuracy, and thoroughness which will long survive, and it is certain that he will display similar qualities in the higher sphere of labour to which he is now called. He was called to the Bar in 1880, and has been raised to the Bench after a shorter period of practice than in the case of any other Irish judge, except Mr. Justice Ross, Lord Justice Fitzgerald, and Mr. Justice Clifton, who were practicing at Bar for periods of sixteen, eighteen, and eighteen years respectively.—*The Law Times*.

## A HINT FOR OUR JUDGES.

The Irish Lord Chief Baron (Palles) recently made some observations on the influence of a judge's charge on the verdict which are entitled to great weight, having regard to the extended experience of Chief Baron in a career of more than six-and-thirty years' duration on the Bench. The Chief Baron said he had the very gravest doubt whether a jury ever understood the charge of a judge in a complicated case. Great confusion at times arose from the multiplicity of questions submitted to a jury. The practice of putting voluminous questions to juries did not exist five-and-twenty years ago. The judge used simply to tell the jury that if they believed this fact and that fact they should find for the plaintiff, and, if otherwise, they should find for the defendant.

## THE MINISTRY IN THE DOCK.

Three men are accused, and only three, and of these one will probably be pardoned. The three are Mr. Chamberlain, Lord Lansdowne and Lord Wolseley. The public feel that Mr. Chamberlain, as the responsible Minister for the Colonies, ought to have understood better than other men the strength and determination of the Boer Republics, ought to have based his action upon a more serious complaint than the grievances of the Outlanders—a complaint, that is, that the Boers' preparations were a menace to the paramount power—and that he showed weakness of mental grasp in believing that President Kruger would yield and President Steyn would at the last moment shrink from his fellow President's side. Such a belief showed a want of imagination amounting to incompetence, and it is of that, as well as of a certain rashness in his speeches on foreign affairs, that Mr. Chamberlain is accused. He may be pardoned, as we have said, because the party must think that it requires his influence and his energy but he will never recover full confidence, and will never, therefore, become first Minister of the Crown. The charge against Lord Lansdowne and Lord Wolseley is of a slighter kind. Nobody doubts that they have, according to their lights, done the best they could; what men doubt, or rather disbelieve, is that they have adequate mental powers to perform well the duties imposed on them by the circumstances. They were required to display extra energy and accuracy, and they did not display them. They chose the wrong men for command, they ordered, or sanctioned, a plan of campaign which even civilians can see was inept, and though they sent large reinforcements, they did not send them speedily enough, or of the right kind. They knew perfectly well that the necessity of Great Britain when at war is to secure victory yet spare men, and they trusted generals who have used regiments as if they were shells and have, to speak plainly, flung them in the air of shells at impregnable fortresses. They have shown entire want of appreciation and originality in regard to the despatch of artillery—having, we fear, in particular, rejected important offers that were made them—and they have despatched too few cavalry, and neglected any reasonable provision of horses. The Cape is the land of horses, but they left its resources untapped, sending out instead shiploads of overfed horses, which require weeks to make "fit." The result has been that the entire British Army has been checked and nearly defeated by a half-drilled, though fully armed, population of farmers. They will, we doubt not, make an admirable official defence for themselves, will prove that their critics are ignorant of all details, and will demonstrate that no army so large was ever sent across seas, which is true, except the Army which Spain sent for the defence of Cuba. But when they have done talking, the facts will remain that they were for the emergency the responsible agents for the country, that they had not in themselves the powers with which to meet the need.—*The Standard*.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office—

Alkshoff, M.  
Armstrong, A.  
Armsmocker  
Arby, N. M.  
Anies, Dr. V.  
Anmar, J.  
Albert, Hope S. S. Co.  
Amblek  
Andrade  
Akmann, B.  
Angelina, S.  
Altona, M.  
Abad, V.  
Atanashid, D.  
Baronina, Z. S.  
Bennemer, Mr.  
Blake, R. E.  
Baring, T.  
Bily, Angus  
Buland, Anna  
Brennes, C.  
Bauitt, L. C.  
Brusse, G.  
Buckley  
Bloom, Rosa  
Bowles, C. E.  
Barker, A. M.  
Bass, J. F.  
Brawan, R.  
Belys, M.  
Bourdonel  
Banderoff  
Bridg, S. E.  
Bodecmeya  
Breiteng, H.  
Brooks, W.  
Bery, H. A.  
Blumenfeld, L.  
Boogowski  
Bobu, Thubbas  
Briggle, P. P.  
Bleito, W. & Co.  
Bargos, F.  
Bailey, Mons.  
Baker, Col. W. H.  
Brud, L. M.  
Hollands  
Hollados  
Berthier, G.  
Baron, S.  
Blake, E.  
Bridg, W. C.  
Brown, Brothers N. P.  
Cluck, Miss H. C.  
Crauston, G.  
Clifton, G.  
Cliveval, S. F.  
Crauck, Miss N. C.  
Culder, Miss R.  
Cameron, D. C.  
Chambers, E. H.  
Crony, H.  
Chaplin, Miss  
Clansin, F.  
Churillon, G.  
Colenso, R. L.  
Cheung Kong  
Calder, W.  
Clark, Anna  
Carman, D. M.  
Clayton, G. F.  
Caraga, C.  
Clansin, F.  
David, M. W.  
Deladoncsa  
Dauncey, C.  
Dalton, C.  
Dirke, R.  
Davies, Capt. F.  
Devaney, M.  
Donk, Mr.  
Doubelcke, H. H.  
Drydale, Miss  
Davis, E. C.  
Dayleigh, J. M. Y.  
Dosalhai, R.  
Davison, T. G.  
Donoghue, Miss O.  
Elias, A.  
Ensign, J.  
Forster, R. C. H.  
Franklin, C. S. P.  
Fruelstoffer, H.  
Fueuda, S.  
Fou Chan Fau  
Fueswytye, G. A. G.  
Fong Hall  
Fisher, Miss C.  
Foster, M. R.  
Guentz  
Galey, Mr. and Mrs.  
Gibbons, Mr. and Mrs.  
E. S. S.  
Grani, Mrs.  
Green, Robert  
Gans, S. M.  
Gutier, C. O.  
Grunberg, T.  
Gronne, E.  
Gott, W.  
Grider, R. H.  
Hesketh, S. B.  
Hoony, C.  
Hutchison, G. W.  
Hall, J. Andrew  
Haleriet, H.  
Hops, F. C.  
Hoy, Ah  
Hill, Rev. J. R.  
Holt, W.  
Holt, G. C.  
Humphrey, W.  
Hamilton, Miss E.  
Hamilton, Mrs.  
Hamilton, Capt. E. C.  
Hunter, Miss L. M.  
Henderson, F.  
Haiman, Mr. A.  
Hauhurst, Miss W.  
Hornby, F. M.  
Hynd, R. H.  
Hassat, C. H.  
Iss Ah Yans  
Jones, Dr. R. F.  
Jini, Messrs.  
Johnson, Rev. H. G.  
Jonson, Capt.  
Jaun, A. P.  
Jeevalkhan, N.  
Kantow  
Kember, D. F.  
Kight, W.  
King, W.  
King, K.  
Lowenthal, J.  
Lime, M. H.  
Lunie, Mrs.  
Lee, Lieut. C. A.  
Liddon, R. K.  
Landershausen, A.  
Laur, Dr. O.

List of Registered Covers for Merchant Ships.  
S.S. *Adul*.....T. Williams. (2)  
S.S. *Adul*.....Capt. Kirkwood. (2)  
S.S. *Chankiang*.....Capt. J. Vaughan.  
S.S. *Cathay*.....J. Williams.  
S.S. *Clyde*.....Hamilton Northcote.  
S.S. *Cathay*.....A. Hoar.  
S.S. *Diomed*.....J. Fleming (Baker). (2)  
S.S. *Empress of India* Rev. W. K. McKibbin.  
S.S. *Despatch*.....A. Nelson.  
S.S. *Hsiping*.....R. Macfarlane. [passenger].  
S.S. *Kowkong*.....Capt. Overbridge.  
S.S. *Adul*.....G. Larson.  
S.S. *Kanai*.....R. W. Blampfield.  
S.S. *Loosok*.....G. Menzies.  
Ship *Yorma*.....N. A. Shaw.  
S.S. *Orana*.....W. L. Pattenden.  
S.S. *Patriarch*.....D. Pritchard.  
S.S. *Phanang*.....Chief Engineer.  
S.S. *Pyrhus*.....H. P. Miller.  
S.S. *Singan*.....J. Scott.  
S.S. *Sarpedon*.....J. Harris.  
Man of War *Sama*.....  
S.S. *Tamsui*.....P. Williams.  
S.S. *Tatichow*.....D. A. Allan.

## Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—13, PRAYA CENTRAL.

For full particulars &c., &c., Apply to

W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [20]

## NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager. Hongkong, 1st May, 1899.

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED. FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship

"CHANGSHA" Captain Moore, will be despatched TO-MORROW, the 10th instant, at 3 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 1st March, 1900. [111b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI. THE Company's Steamship

"TAIWAN" Captain Harder, will be despatched as above TO-MORROW, the 10th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 8th March, 1900. [301b]

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"TAMSUI MARU" Captain K. Subajima, will be despatched for the above Ports, on SUNDAY, the 11th instant, at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 8th March, 1900. [145]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND TIENTSIN. THE Company's Steamship

"KWEILIN" Captain Mackenzie, will be despatched as above on MONDAY, the 12th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 8th March, 1900. [305b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

"SUISANG" Captain Tadd, will be despatched as above on TUESDAY, the 13th instant, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 7th March, 1900. [296b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"MENMUIR" Captain R. W. Almond, will be despatched for the above Port on TUESDAY, the 13th instant, at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber. A Doctor is carried. For Freight or Passage, apply to SHERMAN, TOMES & CO., General Managers. Hongkong, 7th March, 1900. [298b]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, SUEZ, PORT SAID, FUME AND TRIESTE. (Taking Cargo at through Rates to PERSIAN GULF, BLACK SEA, LEVANT and ADRIATIC PORTS.) THE Company's Steamship

"FRZ FERDINAND" Captain G. Moroch, will be despatched as above on WEDNESDAY, the 14th instant, P.M. Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner. For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents. Hongkong, 5th March, 1900. [281b]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON. THE Company's Steamship

"TEENKAI" D. Davies, Commander, will be despatched as above on WEDNESDAY, the 14th March. For Freight, &c., apply to JARDINE, MATHESON & Co., Agents. Hongkong, 2nd February, 1900. [138b]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, MOULMEIN, COLOMBO, PORT SAID, FUME AND TRIESTE. (Taking Cargo at through Rates to BLACK SEA, LEVANT and ADRIATIC PORTS.) THE Company's Steamship

"MELPOMENE" Captain G. Sabbadini, will be despatched as above on THURSDAY, the 15th instant, P.M. For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents. Hongkong, 5th March, 1900. [282b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"CALCHAS" Captain Gregory, will be despatched as above on TUESDAY, the 20th March. For Freight, &c., apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 10th February, 1900. [182b]

## Shipping.

## STEAMERS.

EAST INDIAN STEAMSHIP COMPANY, LIMITED. NOTICE. STEAM FOR SANDAKAN. Calling at KUDAT if sufficient inducement offers. THE Company's Steamship

"SANDAKAN" Captain Muhle, will be ready to load for the above Port, TO-MORROW MORNING, the 10th instant. For Freight or Passage, apply to MELCHERS & CO., Agents. Hongkong, 9th March, 1900. [284b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship "AUSTRALIAN" Captain Helms, will be despatched as above on THURSDAY, the 15th March, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried. M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 26th February, 1900. [232b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, HIOLO AND CEBU. THE Company's Steamship

"KWEIYANG" Captain Osterbridge, will be despatched as above on THURSDAY, the 15th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 6th March, 1900. [293b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"ORESTES" Captain Peters, will be despatched on MONDAY, the 26th March. For Freight, &c., apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 24th February, 1900. [248b]

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"PATHAN" will be despatched for the above Port on or about the 7th April. For Freight, &c., apply to DODWELL & CO., LIMITED, Agents. Hongkong, 6th March, 1900. [132b]

## Intimations.

JUST RECEIVED Several Kinds of JAPANESE CURIOS.

No. 12, Beaconsfield Arcade, Opposite the City Hall, Hongkong.

6th March, 1900. [41]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents—Milki Coal Mines, Kanada Coal Mines, Hokoku Coal Mines, Yoshinotani Coal Mines, Onoura Coal Mines, No. 1, Ohsuji Coal Mines, Ichimura Coal Mines, Kishina Coal Mines, Yoshio Coal Mines, Yamano Coal Mines, Manoura Coal Mines, The Osaka Shosen Kaisha, Ltd., Tokio Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanagawachi Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokio Cotton Spinning Mills, Mikke Cotton Spinning Mills, Imperial Government Paper Mills, Onoda Cement Company.

MITSUI BUSSAN KAISHA, M. FUJISE, Manager. Hongkong, 11th December, 1899. [33]

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID. SANITARY SOAP. AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, 9th March, 1897. [37]

## SIEN TING.

Surgeon Dentist. No. 10, D'AGUILAR STREET. TERMS VERY MODERATE. Consultation free. Hongkong, 27th September, 1898. [39]

## Intimations.

## THE NEW FRENCH REMEDY. THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Robert, Volp, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all the dangers from the urinary organs, effectually suppressing injections, the use of which does considerable harm by laying the foundation of structure and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurfy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms of disease of the bones, sore throat, and all diseases for which mercury, sassafras, &c., is resorted to, is equally efficacious, and, to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION will be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp in white letters on a red ground affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery. Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [16]

## WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS.

SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES. 50 Cents per Box.

Prepared only by the Proprietors—THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the EMPIRE OF CHINA—WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [44]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAUHTENS GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK. REASONABLE PRICES. Hongkong, 14th May, 1896. [38]

NOTICE. NIGHT SCHOOL FOR EUROPEANS, by an EX-SCHOOLMASTER. Terms moderate, for Particulars apply "Z" c/o This Office. Hongkong, 18th August, 1899. [1048a]

## For Nervous Exhaustion.

CHAPOTEAUT'S Phosphoglycerate OF LIME.

The modern restoration of the nervous system. For neurasthenia, prostration, mental exhaustion, indigestion, and in all debility, nervous origin and cause. It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAUT) PHOSPHOGLYCERATE WINE (CHAPOTEAUT) PHOSPHOGLYCERATE CAPSULES (CHAPOTEAUT) 6, rue Vivienne, PARIS-FRANCE.

NOTICE. NOT RESPONSIBLE FOR DEBTS. Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour: CATHARTIC, ASPAK, Edouard J. G. Offert, David Sargent, San & Co.



